

*With the Medical Officer of Health's Compliments.*

**Newport Port Health Authority.**

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# **Annual Report**

**For the Year 1938.**

BY

**THE MEDICAL OFFICER OF HEALTH,  
H. CATTO, M.B., B.S., D.P.H.**



NEWPORT, Mon. :

A. T. W. James, Printer and Stationer,  
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York Place

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# County Borough of Newport.

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## HEALTH COMMITTEE, 1938.

(ACTING AS THE PORT HEALTH AUTHORITY).

### *Chairman—*

ALDERMAN CYRUS T. CLISSITT, J.P.  
(Died 20th October, 1938).

### *Deputy Chairman—*

ALDERMAN F. J. HUMPHRIES, J.P.

### THE MAYOR

(Alderman Mrs. M. A. Hart, J.P.).

ALDERMAN W. CASEY.

COUNCILLOR W. G. RUDD, J.P.

„ G. SCOTT.

COUNCILLOR H. G. BARTER.

„ G. W. ARMSTEAD.

„ T. F. MOONEY.

„ A. A. WRIGHT.

„ MRS. E. RAWDEN.

### *Clerk to Port Health Authority—*

O. TREHARNE MORGAN.

### *Treasurer—*

NORMAN T. J. MOSES.

### *Medical Officer of Health—*

H. CATTO, M.B., B.S., D.P.H.

### *Deputy Medical Officer of Health—*

D. E. LAWRENCE, B.A., B.Sc., M.R.C.S., L.R.C.P., D.P.H.

### *Port Sanitary Inspector—*

R. M. SCORRER, Cert. Royal Sanitary Institute.\*

### *Assistant Inspector—*

R. P. COOPER, Cert. Royal Sanitary Institute.\*

### *Rat Catcher—*

C. POWELL.

\*also Certificate for Inspection of Meat and other foods.

# Newport Port Health Authority.

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HEALTH DEPARTMENT,  
ROYAL CHAMBERS,  
HIGH STREET, NEWPORT.

1st April, 1939.

*To The Chairman and Members of the Health Committee  
acting as the Port Health Authority.*

LADIES AND GENTLEMEN,

I beg to submit my Report for the year 1938. It is made in accordance with the Regulations of the Ministry of Health which prescribe the duties of the Medical Officer of Health.

The Port was permanently constituted a Port Sanitary District by an Order of the Local Government Board, dated May 9th, 1883, and an amending Order dated 22nd February, 1938, of the Ministry of Health, made under Sections 3, 9 and 314 of the Public Health Act 1936.

## I.—Constitution of Port Health Authority :—

“ The Port Health Authority is the Mayor, Aldermen, and Burgesses of the Borough of Newport, acting by the Council. It discharges Port functions in waters abutting upon the Magor and St. Mellons Rural District in addition to the Newport County Borough.”

## II.—Limits of Jurisdiction :—

“ The whole of the Port of Newport (Order May 9th 1883). By the Treasury Warrant, dated December 20th 1847, the limits of the Port of Newport are defined as commencing

at Redwick Pill, in the County of Monmouth, being the Western extremity of the Port of Chepstow, and continuing along the coast of the said County to the River Rumney, and seaward to the middle of the Severn."

### III.—Riparian Districts included (wholly or in part) in the Port Health District :—

County Borough of Newport.

Magor and St. Mellons Council District: Parishes—Nash, Goldcliff, Redwick, St. Brides and Peterstone.

City and County Borough of Cardiff : Parish—Rumney.

### IV.—Apportionment of Expenses :—

The Riparian Authorities before-mentioned shall contribute toward any expenses incurred or to be incurred by the Port Health Authority by virtue of the authority conferred upon them by the 1883 Order as amended by the 1938 Order.

The contributions are in proportion to the Rateable Value of the Districts.

The proportions contributed by the various Riparian Authorities towards expenses incurred by the Port Health Authority for the year 1938 are as follows:—County Borough of Newport, 95.68 per cent.; The Rural District Council of Magor and St. Mellons, .80 per cent.; City and County Borough of Cardiff, 3.52 per cent.

## PORT FACILITIES.

The following particulars were supplied by the Newport Development Association, setting out some of the special features of the Port.

The Alexandra Docks, owned by the Great Western Railway Company, and one of the finest Deep Water Ocean Liner Ports in the world, with a Sea Entrance Lock 1,000 feet long and 100 feet wide, gives direct access to the Bristol Channel. The largest cargo liners afloat are accommodated at Newport with safety and ease. Regular services are maintained with Australia, New Zealand, Canada, South America, South Africa, India, China, Japan, Straits Settlements, Persian Gulf, Egypt, Red Sea, etc., also regular sailings between France, Belgium, Holland, Spain, Germany, etc.

The Dock Dimensions are—

Water Area	...	...	...	125 acres.
Depth of Water	...	...	...	33 feet.
Quayage	...	...	...	24,255 feet.

Transit Sheds—

Six with floor space of 222,055 square feet, all rail connected.

Dock Appliances—

14 Coal Hoists.

66 Land Cranes.

1 Floating Crane for lifts up to 125 tons.

1 Weighbridge for weights up to 70 tons.

Numerous Grabs, Capstans, Shed Cranes, etc.

Ship Repairing—

Five Dry Docks varying up to 755 feet long and 65 feet wide.

Total Exports and Imports of the Port—

Trade has exceeded  $8\frac{1}{2}$  million tons in a year.

All steamship berths are rail connected, therefore rapid loading and discharging, with a minimum of handling and quick turn round of steamer is a special feature of the Port.

Storage accommodation at the Docks provides for about 12,000 railway wagons, and there are over 100 miles of railway sidings.

Every facility is provided for timber cargoes, and a Timber Float of about 14 acres of deep water is connected with the Alexandra Dock, and is rail connected.

Newport is the nearest South Wales Port to the Midlands and an ideal distributing Port for Monmouthshire, Herefordshire, Gloucestershire, Worcestershire, Birmingham and South Midlands. The population within 100 miles radius exceeds 10 millions.

The River Usk is a deep, broad and easily navigable river, and vessels carrying cargo up to 6,000 tons load and discharge at the various River Wharves. The width of the River at Newport Bridge is 400 feet and over 1,000 feet as it extends seawards.

The total Import and Export trade of the river has at times exceeded  $1\frac{1}{4}$  million tons per annum.



# 1.—AMOUNT OF SHIPPING ENTERING THE PORT DURING THE YEAR 1938.

TABLE A.

	Number.	Tonnage	Number Inspected.		Number reported to be Defective	Number of Vessels on which defects were remedied	Number of Vessels reported as having, or having had during the voyage infectious diseases on board.
			By the Medical Officer of Health.	By the Sanitary Inspector			
FOREIGN—							
Steamers ...	1027	792,803	21	914	192	182	16
*Motor ...	120	51,108	3	114	4	4	3
Sailing ...	2	212	....	....	....	....	....
Fishing ...	....	....	....	17	4	4	....
Total ...	1149	844,123	24	1045	200	190	19
COASTWISE—							
Steamers ...	2204	1 171,927	....	861	201	194	13
*Motor ...	392	131,686	....	204	8	8	1
Sailing ...	168	49,113	....	3	....	....	....
Fishing ...	....	....	....	....	....	....	....
Total ...	2764	1 352,726	....	1068	209	202	14
Total Foreign & Coastwise	3913	2 196,849	24	2113	409	392	33

\*Includes mechanically propelled vessels other than Steamers.

## II.—CHARACTER OF TRADE OF PORT.

The Trade is chiefly Cargo, although there are excellent facilities for passenger traffic. The only passengers during the year were 56 “inwards” and 94 “outwards,” all carried in cargo vessels.

TABLE B.  
Passenger Traffic during 1938.

No. of Passengers	Cargo Vessels only.	Transmigrants.
Inwards ...	Alien 13 British 43	...
Outwards ...	Alien 25 British 69	...

Countries from which passengers principally arrive:—Baltic States; Scandinavia; Holland; Belgium; France; Spain; Portugal; Egypt; North America; and Australasia.

As far as local traffic is concerned, passengers may generally be classed as First, being mostly non-fare paying.

## CARGO TRAFFIC.

**Exports.**—Coal, Coke and Patent Fuel, Iron and Steel Rails, Sleepers, “Chairs” and Tie-rods, Locomotives and Railway Carriages, Corrugated and Blank Steel and Iron Sheets, Tin and Blockplates, Machinery and Structural Ironwork, Copper Bars, Cement and General Merchandise.

**Imports.**—ARTICLES WHOLLY OR MAINLY MANUFACTURED.

Blooms, billets, etc. and steel; machinery and parts thereof; other articles mainly or wholly manufactured; chemical manufactures and products (other than drugs and dye stuffs); zinc or spelter, unwrought, in ingots, blocks, etc.

## RAW MATERIALS.

Iron ore and concentrates; pit props; wood and timber sawn; sleepers and sleeper blocks.

## Food.

Apples; milk (condensed sweetened); potatoes, grain and flour.

## FOREIGN PORTS FROM WHICH VESSELS ARRIVED.

Amsterdam, Antwerp, Bayonne, Blaye, Bordeaux, Brest, Caen, Deauville, Dunkirk, Ghent, Hamburg, Havre, Hennebont, Honfleur, Huelva, Irish ports (Fire), Kiovisto, La Pallice, La Rochelle, L'Orient, Lisbon, Montreal, Nantes, Narvik, New York, Oporto, Rotterdam, Rouen, St. Malo, Sydney C.B., Vianna do Castello.

Table showing trade of Port for decennial and yearly periods extending over 38 years. Figures kindly supplied to me by the Secretary of the Newport Chamber of Commerce and the Collector of H.M. Customs.

FOREIGN.			COASTWISE.		
Year.	Tons. Entered.	Tons. Cleared.	Year.	Tons. Entered.	Tons. Cleared.
1901	971,953	1,517,118	... 1901	1,195,797	660,380
1911	1,739,898	2,349,408	... 1911	1,363,600	822,315
1921	1,126,194	1,506,358	... 1921	862,467	521,086
1931	1,909,492	2,060,448	... 1931	1,090,562	521,230
1932	1,241,964	1,695,410	... 1932	940,228	476,966
1933	967,732	1,628,830	... 1933	1,006,782	453,316
1934	983,468	1,671,696	... 1934	1,126,235	500,275
1935	902,723	1,728,656	... 1935	1,262,729	486,341
1936	770,033	1,522,617	... 1936	1,265,254	502,838
1937	1,038,856	2,075,334	... 1937	1,174,164	534,812
1938	844,123	1,882,552	... 1938	1,352,726	478,343

The total number of vessels that entered the Port during the year was 3,913. The tonnage of these vessels amounted to 2,196,849. The corresponding figures for 1937 were 4,368 and 2,213,020.

In the absence of figures showing the total volume of trade for the whole of the Port the following "value" figures relating to Foreign Trade only—kindly supplied by H.M. Customs—are of interest:—

		Imports. £	General Exports Excluding Coal. £	Coal Exports in Tons.	Coal Bunkers in Tons.
1921	...	2,889,297	3,155,229	1,981,487	437,145
1931	...	3,384,150	2,154,533	3,543,466	410,264
1932	...	2,225,572	2,205,393	2,552,206	389,677
1933	...	1,336,713	2,257,473	1,964,492	346,846
1934	...	2,160,683	4,098,865	2,462,568	360,670
1935	...	1,882,195	2,505,865	2,659,482	350,233
1936	...	1,606,241	2,537,879	2,256,347	321,777
1937	...	2,927,483	3,128,722	2,821,258	446,227
1938	...	†	†	2,362,854	399,048

†Figures not available at time of going to print.

#### Value of Coal Exported:

1931	...	£2,691,946	1935	...	£1,947,833
1932	...	£1,889,089	1936	...	£1,601,371
1933	...	£1,681,418	1937	...	£2,255,618
1934	...	£1,721,796	1938	...	£2,664,329

The Countries principally traded with are:—Ireland (Eire), Countries on Baltic Seaboard, Egypt, France, Portugal, Spain, Italy, Belgium, New Zealand, Australia, North, South and East Africa, South America, Japan, India, United States of America and Canada.

### III.—SOURCE OF WATER SUPPLY.

The drinking water of the Port is obtained from the Corporation of Newport, which obtains its supply from upland waters which are impounded in four Reservoirs, the water subsequently being filtered through pressure filters. An additional supply is now obtained from Talybont, which comes from the Brecon Beacons. This is passed through Gravity Low Pressure Filters and is finally chlorinated.

The water supply is shipped direct from the Town mains. There are no water boats.

#### IV.—INFECTIOUS DISEASES AND PORT SANITARY REGULATIONS, 1933.

Information in reference to cases of Infectious Diseases on inward vessels and vessels requiring special attention is supplied by Pilots by arrangement with the Pilotage Board, Shipping Agents, and H.M. Customs. The Preventive Officers on duty at the Alexandra Docks Entrance report any such information to the Port Sanitary Inspector or by phone to the office during office hours and to the Medical Officer of Health at his private residence at all other times day and night.

##### THE PORT SANITARY REGULATIONS, 1933.

The Port Sanitary Regulations, 1933, which came into operation throughout the Country on the 1st of May of that year, have continued to work smoothly. H.M. Customs Officers have been most helpful and have always displayed courtesy and willingness to co-operate with the Health Department. The Preventive Officers have never failed to notify the Medical Officer of Health either by day or night, immediately after boarding vessels arriving from "Infected" ports and all such vessels have been visited as soon as possible by the Medical Officer of Health or his Deputy and the crews examined. When necessary, the latter were kept under surveillance during the time the ship remained at Newport.

The masters of ships are now familiar with the requirements of the Regulations and understand the importance of filling in the Declaration of Health properly and drawing attention to cases of sickness on board, etc., while the pilots have given every assistance.

Notices in large type are posted up in various positions at the docks drawing attention to the penalties to which any person renders himself liable when contravening the Regulations and although, in the early days warnings had to be given to various persons who displayed undue anxiety to get on board before ships were liberated from the control of the Port Health Authority, no difficulty is experienced nowadays when most people have had opportunities of making themselves familiar with the Regulations.

Forty-six vessels arrived from Ports infected (or suspected to be infected) with Plague, Cholera, Yellow Fever, Small Pox, or Typhus Fever during the year.



Fifty-six cases of infectious sickness, etc., occurred during the voyages to Newport or after arrival here, namely: Malaria 12, Influenza 3, Venereal Diseases 34, Tuberculosis 1, Measles 4, Erysipelas 1, and Pneumonia 1. (see Tables "C" and "D").

Ordinary cases of Infectious Diseases were accommodated at the Borough Isolation Hospitals and conveyed in the Borough Ambulances, by arrangement between the two Authorities. There were no cases of Plague, Cholera, Yellow Fever, Typhus Fever, or Small Pox.

The disinfection of quarters is carried out under the supervision of the Port Sanitary Inspectors and infected bedding, clothing, etc., is either disinfected at the Borough Disinfection Station or burnt.

#### VENEREAL DISEASES.

Dr. Ingram, the Medical Officer in charge of the Venereal Diseases Clinic at the Royal Gwent Hospital, has supplied me with the following particulars re treatment of Seamen, who visited the Port during the year:—

	British Subjects, 1938				Foreigners		Total	
	White	Colour- ed	Total	Average past 5 years	1938	Av'age past 5 years	1938	Average past 5 years
No. of Patients Examined	73	11	84	73.4	62	61.2	146	134.6
Found to be suffering from								
Syphilis ... ..	13	7	20	24.0	19	23.2	39	47.2
Gonorrhoea ... ..	46	4	50	41.0	30	25.0	80	66.0
Soft Chancre ... ..	5	....	5	4.0	5	6.0	10	10.0
Found not to be suffering from Venereal Disease	9	....	9	4.4	8	7.0	17	11.4
Total Attendances ...	327	84	411	556.4	128	190.8	539	747.2

The nationality of the foreigners examined, with the numbers that proved positive in brackets, were:—Estonian 21 (16), Egyptian 6 (6), French 1 (1), Greek 6 (4), Latvian 4 (4), Norwegian 4 (4), Swedish 5 (5), Spanish 1 (1), American 1 (1), Danish 5 (4), German 1 (1), Dutch 3 (3), Yugo Slavian 3 (3), Portuguese 1 (1).

The book issued by the Ministry of Health is supplied to each seaman patient, to ensure continuity of treatment at other ports.

The total number of seamen examined during the year was lower by 38 than in 1937, but was higher by 19.8 than the average for the past five years.

As compared with the previous year, there was an increase of 15 in the number of white British subjects and a decrease of

2 in the coloured British subjects examined, but there was a marked decrease in the number of Foreigners examined—62 as against 113 in 1937.

11.9 per cent. of the British seamen and 12.9 per cent. of the Foreign seamen examined were found *not* to be suffering from Venereal Disease, compared with 8.4 per cent. and 14.1 per cent. respectively during 1937, and with 16.7 and 8.7 respectively during the previous five years.

The total attendances—539—were less than in 1937 (647) and were below the average for the past five years (699.6). The average number of attendances per patient was also lower—3.7 compared with 6.0 for the past five years. In this matter, the British subjects with 4.9 attendances per patient did better than the Foreigners, whose average per patient was only 2.0. The main reason for the few attendances per patient is that vessels remain in dock for a shorter period now than formerly.

The bacteriological examinations of rats in connection with Plague precautions, as well as other bacteriological examinations such as Swabs for K.L.B., Bloods for Widal Reaction, etc., have been carried out at the Bacteriological Laboratory attached to the Health Department, pending the putting into operation of new arrangements which at present are being considered by the Council.

TABLE C.

Cases of Infectious Sickness landed from Vessels.

Disease.	Number during 1938 of			Average No. of cases for previous 5 years.
	Passengers	Crew.	Vessels concerned.	
Chicken Pox	....	....	....	.4
Diphtheria	....	....	....	.6
Erysipelas	....	1	1	....
Influenza	....	3	2	12.0
Malaria	....	1	1	1.0
Measles	....	1	1	....
Mumps	....	....	....	.2
Pneumonia	....	1	1	.2
Scabies	....	....	....	1.4
Scarlet Fever	....	....	....	.2
Small Pox	....	....	....	.2
Tuberculosis	....	....	....	.4
Typhoid Fever	....	....	....	....
Venereal Diseases	....	19	16	13.8
Total	....	26	22	30.4

TABLE D.

Cases of Infectious Sickness occurring on vessels during the voyage  
but disposed of prior to arrival.

Disease.	No. of cases during 1938		No. of Vessels concerned.	Average No. of cases for previous 5 years.
	Passengers	Crew.		
Chicken Pox	....	....	....	·4
Diphtheria	....	....	....	·2
Dysentery	....	....	....	1·6
Influenza	....	....	....	3·6
Malaria	....	11	3	7·6
Measles	....	3	2	·2
Pneumonia	....	....	....	·4
Small Pox	....	....	....	·4
Tuberculosis	....	1	1	·8
Typhoid Fever	....	....	....	1·6
Typhus Fever	....	....	....	·2
Venereal Diseases	....	15	7	9·8
Total	....	30	13	26·8

## V.—MEASURES AGAINST RODENTS.

Special attention is paid to the work of detection of rodents on vessels, quays, wharves, warehouses, etc., in the Port and Borough. An experienced rat catcher is specially employed for this work.

Deratisation of vessels under the International Regulations for the prevention of Plague, etc., is carried out by private firms under the supervision of the Port Sanitary Inspectors. The chemicals used are Sulphur and Hydrocyanic Acid. The rat population around the docks has been materially reduced of recent years by special attention to warehouses and other places of harbourage, such as river banks, tips, etc. 492 rats were destroyed on these premises in 1938 compared with 480 in 1937. On board ship 1,011 rats were destroyed as against 2,697 in 1937.

## RATS DESTROYED DURING 1938.

TABLE E.

(1) On Vessels.

Number of Rats	Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Total in Year
Black	132	62	261	82	34	18	32	113	47	5	21	104	1011
Brown	...	...	...	...	...	...	...	...	...	...	...	...	...
Species not recorded...	...	...	...	...	...	...	...	...	...	...	...	...	...
Examined	12	...	18	...	6	6	...	6	4	...	...	11	63
Infected with plague...	...	...	...	...	...	...	...	...	...	...	...	...	...
Rats destroyed in 1937	92	204	89	133	177	406	307	211	349	57	631	41	2697

TABLE F.

(2) In Docks, Quays, Wharves, and Warehouses.

Number of Rats	Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Total in Year
Black	...	...	...	...	...	...	...	...	...	...	...	...	...
Brown	19	47	23	60	45	48	46	49	71	38	23	23	492
Species not recorded...	...	...	...	...	...	...	...	...	...	...	...	...	...
Examined	...	...	...	...	...	...	...	...	...	...	...	...	...
Infected with plague...	...	...	...	...	...	...	...	...	...	...	...	...	...
Rats destroyed in 1937	52	16	5	27	19	62	18	37	55	26	116	47	480



TABLE G.

Measures of Rat Destruction on Plague "infected" or "suspected" Vessel or Vessels from plague infected ports arriving in the Port during the year.

Total Number of such vessels arriving.	Number of such vessels fumigated by SO <sub>2</sub>	Number of Rats killed.	Number of such vessels fumigated by HCN.	Number of Rats killed.	Number of such vessels on which trapping, poisoning, &c., were employed.	Number of Rats killed.	Number of such vessels on which measures of Rat Destruction were not carried out.
1	2	3	4	5	6	7	8
5	2	19	—	—	—	—	3*

\*Examined, but exemption certificates were not required.

TABLE H.

Deratisation Certificates and Deratisation Exemption Certificates issued during the year.

Net Tonnage.	No. of Ships.	No. of Deratisation Certificates issued.						No. of Deratisation Exemption Certificates Issued.	Total Certificates Issued.
		After fumigation with			After Trapping, Poisoning, etc.	Total.			
		HCN.	Sulphur.	HCN. and Sulphur.					
1	2	3	4	5	6	7	8	9	
Ships up to 300 tons	4	...	...	...	...	...	4	4	
„ from 301-1000 tons	25	...	1	...	...	1	24	25	
„ from 1001-3000 tons	49	3	21	...	...	24	25	49	
„ from 3001-10000 tons	41	10	17	...	1	28	13	41	
„ over 10000 tons	...	...	...	...	...	...	...	...	
Total ...	119	13	39	...	1	53	66	119	

## VI.—HYGIENE OF CREWS' SPACES.

TABLE J.

## Classification of Nuisances.

Nationality of Vessel	Number inspected during 1938.	Defects of original construction.	Structural defects through wear and tear	Dirt, vermin and other conditions prejudicial to health.
British ...	1590	7	155	462
Other Nations	523	6	68	107

## GENERAL INSPECTION OF VESSELS.

19.3 per cent. of the 2,113 vessels inspected during the year had sanitary defects according to the present standard laid down by the Board of Trade. 24.5 per cent. of the Foreign vessels were insanitary compared with 17.7 per cent. of the British vessels. Of the vessels inspected from Foreign Ports 19.1 per cent. had sanitary defects and the Coastwise vessels 19.6 per cent. All these percentages of insanitary vessels are lower than last year's.

Nationality.	Percentage with Sanitary Defects.					
	1938.	1937.	1936.	1935.	1934.	1933.
Belgian	21.4	50.0	50.0	21.2	21.9	40.0
<b>British</b>	<b>17.7</b>	<b>20.6</b>	<b>15.8</b>	<b>15.0</b>	<b>17.0</b>	<b>12.3</b>
Danish	14.8	16.2	5.3	0.0	8.7	0.0
Dutch	4.6	0.0	2.1	0.0	0.0	11.1
Egyptian	35.0	14.0	62.5	28.6	60.0	0.0
Estonian	57.1	62.8	20.0	13.3	23.1	7.1
Finnish	81.8	62.5	18.2	9.1	14.3	9.1
French	7.9	8.5	13.1	16.3	14.7	9.5
German	—	5.3	0.0	0.0	0.0	0.0
Greek	51.6	59.3	52.0	50.0	50.0	61.1
Hungarian	—	—	—	50.0	—	—
Italian	—	44.4	0.0	0.0	25.0	42.1
Japanese	—	40.0	7.7	7.1	13.8	11.4
Jugo-Slavian	43.7	91.7	0.0	50.0	44.4	33.3
Latvian	33.3	66.6	23.5	8.3	23.1	22.2
Norwegian	49.1	44.6	11.1	7.1	13.7	13.8
Panama Republic	—	—	—	—	100.0	25.0
Portuguese	22.2	37.5	45.4	53.8	0.0	40.0
Russian	100.0	66.6	—	0.0	—	0.0
Spanish	—	45.8	61.5	52.6	5.4	37.0
Swedish	17.9	32.0	11.8	7.1	3.9	1.3

The types of nuisances and defects dealt with show that 70.7 per cent. of the nuisances were due to lack of care and sanitary supervision of the living quarters, whilst 29.3 per cent. were due to defective structural conditions, including those caused through wear and tear. The great majority of both types of nuisances could have been avoided by stricter supervision of the crew and attention to minor structural defects.

With regard to individual nuisances discovered, dirty and verminous crews' quarters, berths, wash-places and mess-rooms accounted for 27.4 per cent., foul water closets for 4.4 per cent., and defective and dirty food lockers 49.7 per cent.

Lack of attention to fittings and structures, including defective side scuttles, deck prisms, ventilators, side ports, cable casings and hawse pipes, insufficient heating apparatus or defective stoves, etc., were responsible for a large proportion of the other insanitary conditions.

Although many of the above insanitary conditions are no doubt due to carelessness on the part of the crew, the "ultimate responsibility," as stated by the special Committee appointed by shipowners to enquire into the subject, "rests upon the master, and the degree of cleanliness is a criterion of the discipline of the ship."

The Mercantile Marine is still one of the great industries of this country and as the living conditions of seamen are closely connected with their work, we have to bear in mind when considering Marine Hygiene, the industrial welfare and the diseases associated with the Service.

## VII.—FOOD INSPECTION.

Particulars of the food imported during 1938, and of the amount of unsound food destroyed or otherwise disposed of so as not to be used for human food will be found in the Inspector's report attached.

I wish to thank the Collector of H.M. Customs and his "Preventive" Officers and the Clerk of the Pilotage Board for affording prompt and valuable assistance at all times in carrying out preventive work in connection with Infectious Diseases.

I have the honour to be,

Your obedient Servant,

H. CATTO,

Medical Officer of Health.

## INSPECTOR'S REPORT.

*To the Chairman and Members of the Health Committee  
acting as the Port Health Authority.*

LADIES AND GENTLEMEN,

I beg to submit my Annual Report for the year 1938.

## SHIP INSPECTION.

Vessels entering the port are visited as soon as possible after docking and enquiries made concerning the health of the crew, the occurrence of any sickness during the voyage, the source of the water supply, the condition of tanks and bilges, and the presence of animals or parrots on board. The deratisation or the deratisation exemption certificate is inspected and if found to be in order, the inspector accompanied by a ship's officer proceeds to the examination of the sanitary condition of the vessel, pointing out any defects or nuisances and suggesting the remedy to be adopted. The majority of the shipping companies are always ready and willing to remedy any nuisances or defects on their vessels which have been pointed out to them by the Inspector. Serious defects to structure and defects of original construction are reported to the Board of Trade Surveyor.

During the year, 2,113 vessels were inspected and 409 (19.3 per cent.) of them were found to have nuisances or defects on board. It was not necessary to serve any statutory notices with regard to these vessels. 435 verbal and informal notices were given, as a result of which practically all the nuisances and defects were remedied and 41 quayside nuisances abated. 3,185 re-visits were made to vessels in connection with sickness, nuisances and defects, rat destruction and to vessels from infected areas.

As shown in Table I., 1,590 British and 523 Foreign owned vessels were inspected during the year and of these 281 (17.7 per cent.) British and 128 (24.5 per cent.) Foreign were found to have nuisances and defects on board. 1,045 of the vessels were from foreign and 1,068 from coastwise ports, the numbers found to be insanitary being 200 (19.1 per cent.) and 209 (19.6 per cent.) respectively.

The percentage of insanitary vessels arriving from coastwise ports is high and is due to the fact that Newport is a "home or terminal" port for many vessels. It is rather difficult and certainly more expensive to carry out repairs and disinfestation of crews' accommodation whilst the men are still on board and it is the practice to allow such vessels to have this work done at their "home port."

#### NUISANCES AND DEFECTS.

Dirt, vermin and other conditions prejudicial to health accounted for 569 (70.7 per cent.), structural defects caused through wear and tear for 223 (27.7 per cent.) and defects of original construction for 13 (1.6 per cent.) of the total found. The numbers and types of nuisances and defects dealt with on British and Foreign owned vessels, together with percentages, are shown in Tables II. and III. Table IV. indicates the various nuisances dealt with and of these 17.7 per cent. were due to the verminous condition of quarters and berths, 44.7 per cent. to dirty and defective lockers, 6.2 per cent. to dirty quarters, 7.1 per cent. to defective ports and 7.4 per cent. to foul and defective water-closets and fittings.

The following extract from the report of the Merchant Shipping Advisory Committee was brought to the notice of Shipowners in 1937:—

"In our opinion it cannot be too strongly emphasised that the "master should make it his business, and should receive express "instructions to that effect from his owners, to take a personal "interest in all questions relating to the accommodation of his crew "and should make a regular and frequent inspection of the crews' "quarters, the result of the inspection being entered in the official "log. If this is done, we are confident that the resulting co-opera- "tion between the crew and the officers will ensure that personal "concern for the condition of the accommodation which is necessary "to its proper maintenance."

Many British shipowners have adopted the above suggestions and the improvement in the sanitary condition of the crews' quarters of their ships has been very noticeable.



During the year, the number of British vessels on board which nuisances and defects were found was 281 (17.7 per cent. of the number inspected) as compared with 378 (20.6 per cent.) during the year 1937.

A further improvement would be obtained if the suggestions were adopted by all persons concerned.

#### DIRT, VERMIN AND OTHER CONDITIONS PREJUDICIAL TO HEALTH.

Dirty and verminous crews' quarters, foul water-closets, dirty food lockers, and accumulations of refuse accounted for the majority of the nuisances under this heading and most of these conditions could have been avoided by the exercise of more care and stricter supervision of the crews.

Although a number of British vessels were inspected at the termination of voyages and not, as in the case of Foreign vessels during the course of voyages, only 13.5 per cent. of British as compared with 18.3 per cent. of Foreign ships required attention on account of this type of nuisance.

The number of crews' quarters and berths in which vermin was found was much lower than in the previous year. When the infestation was of a slight nature, disinfestation was carried out by spraying a recognised insecticide into all crevices of woodwork and bunks, whilst in cases of heavy infestation the quarters were fumigated by means of burning sulphur or hydrogen cyanide, the metal bunks dismantled and the blow lamp used.

Most of the foul waterclosets which came under observation during the year were of the enamelled iron type. This type of pan soon becomes coated with foul matter under ordinary conditions of usage and when the water service is intermittent (deck service), the fouling is accelerated.

There are no facilities provided for the removal of galley and pantry refuse from ships and instructions are given that as much as possible should be burned and the remainder buried in the ash heap or placed in covered containers.

#### STRUCTURAL DEFECTS CAUSED THROUGH WEAR AND TEAR.

Defective port frames, linings and broken glasses, defective stoves, pipes, bunks, water-closets and lockers were responsible for the greater number of this type of defect and many of these conditions were caused by misuse and lack of attention. Other defects dealt with were, defective ventilators and shuttes, hawse pipes, bulkheads, floors, leaky decks and broken entrance doors.

TABLE I.

## VESSELS INSPECTED—FOREIGN AND COASTWISE.

Vessels.	Vessels.			Nuisances and Defects	
	Number Inspected	No. found to have Defects, etc., on Board.	No. on which Defects, etc., were Remedied	Found.	Remedied
<b>From Foreign Ports</b>					
British Steamers ...	610	120	114	269	257
British Motor Vessels	54	3	3	5	5
British Sailing Vessels	....	....	....	....	....
Total British ...	664	123	117	274	262
Foreign Steamers ...	304	72	70	103	92
Foreign Motor Vessels	60	1	1	1	1
Foreign Sailing Vessels	....	....	....	....	....
Foreign Fishing V'sels	17	4	4	4	4
Total Foreign ...	381	77	75	108	97
Total Vessels from Foreign	1045	200	192	382	359
<b>From Coastwise</b>					
British Steamers ...	731	150	145	342	334
British Motor Vessels	192	8	8	8	8
British Sailing Vessels	3	....	....	....	....
Total British	926	158	153	350	342
Foreign Steamers ...	130	51	50	73	70
Foreign Motor Vessels	12	....	....	....	....
Foreign Sailing Vessels	....	....	....	....	....
Total Foreign ...	142	51	50	73	70
Total Vessels from Coastwise ...	1068	209	203	423	412
Total from Foreign and Coastwise ...	2113	409	395	805	771



TABLE II.

Showing number of Vessels inspected, classified according to  
Nationality and Defects discovered.

Nationality.	No. of Vessels Inspected	Number of		Defects of original construction.		Structural Defects through wear and tear		Dirt, Vermin and or conditions prejudicial to health	
		Vessels on which Defects or Nuisances were found.	Nuisances and Defects found.	No. of Vessels concerned	No. of Defects found	No. of Vessels concerned	No. of Defects found	No. of Vessels concerned	No. of Nuisances found
American	1	....	....	....	....	....	....	....	....
British ...	1590	281	624	7	7	106	155	215	462
Belgian ...	14	3	7	1	3	1	1	3	3
Danish ...	27	4	6	....	....	3	4	2	2
Dutch ...	65	3	4	....	....	2	2	2	2
Estonian ...	49	28	35	....	....	5	6	26	29
Egyptian ...	20	7	12	1	1	5	6	3	5
Finnish ...	11	9	13	....	....	5	5	6	8
French ...	164	13	14	....	....	4	4	10	10
German ...	6	....	....	....	....	....	....	....	....
Greek ...	31	16	30	....	....	6	11	16	19
Hungarian	1	....	....	....	....	....	....	....	....
Italian ...	8	....	....	....	....	....	....	....	....
Japanese ...	7	....	....	....	....	....	....	....	....
Jugo-Slavian	16	7	10	....	....	2	2	7	8
Latvian ...	12	4	4	....	....	1	1	3	3
Norwegian ...	53	26	33	1	1	17	20	12	12
Portuguese ...	9	2	4	1	1	1	2	1	1
Russian ...	1	1	2	....	....	1	1	1	1
Swedish ...	28	5	7	....	....	2	3	4	4
Total	2113	409	805	11	13	161	223	311	569

TABLE III.

## NUISANCES AND DEFECTS.

Nationality of Vessels.	Defects of Original C'nstr'ction	Per Cent. of Total Defects.	Structural Defects through Wear & Tear.	Per Cent. of Total Defects.	Dirt, Vermin and other Condition- <i>prejudicial</i> to health.	Per Cent. of Total Defects.
BRITISH	7	1.12	155	24.84	462	74.04
FOREIGN	6	3.31	68	37.57	107	59.12

TABLE IV.

## NUISANCES AND DEFECTS DEALT WITH.

Nuisances and Defects Found.			On British Vessels.	On Foreign Vessels.	Total Found.
Defective Bunks and Fittings	...	...	19	2	21
„ Bulkheads	...	...	...	1	1
„ Heating Apparatus	...	...	30	11	41
„ Side Ports and Deck Prisms	...	...	80	79	159
„ Steam and Water Service Pipes	...	...	20	...	20
„ Ventilators and Fittings	...	...	7	...	7
„ Water Closets and Fittings	...	...	57	9	66
„ Hawse Pipes, &c.	...	...	6	3	9
„ Entrance Doors	...	...	6	2	8
„ and Dirty Food Lockers	...	...	1107	...	1107
„ Floors and Leaky Decks	...	...	11	3	14
„ Drainage	...	...	3	3	6
„ Tables	...	...	3	...	3
Dirty Crews' Quarters and Berths	...	...	130	8	138
„ Messrooms	...	...	22	1	23
„ Washplaces	...	...	51	1	52
„ Fresh Water Tank	...	...	1	...	1
„ and Verminous Beds	...	...	1206	1	1207
Verminous Crews' Quarters and Berths	...	...	255	141	396
Foul Water Closets	...	...	81	18	99
Accumulations of Refuse	...	...	17	9	26
Quayside Nuisances	...	...	35	7	42
Choked Scupper Pipes	...	...	15	...	15
Lack of Heating Apparatus	...	...	7	3	10
Insufficient Ventilation	...	...	...	2	2
Insufficient Lighting	...	...	1	2	3

## RAT DESTRUCTION.

The warehouses, sheds, quays, hoists, sidings, river banks, wharves and private premises within the district were periodically inspected and 11,350 poison baits laid down. 492 rats were found dead after poisoning and of these 1 was picked up on the docks, 322 on the wharves and banks of the River Usk and 169 on the banks of the River Ebbw. Immediate measures are taken when fresh evidence of rats is seen or their presence reported and it will be noticed that the rat population on the docks has been reduced to a minimum.

The number of rats destroyed on board vessels during the year was 1,011. 39 vessels were fumigated by means of burning sulphur and on one of these ships trapping was also employed. 45 rats being killed by traps and 886 by burning sulphur. 13 vessels were fumigated with hydrogen cyanide, 75 rats being killed by this method. On one vessel measures of trapping only were utilized, resulting in the destruction of 5 rats.

TABLE V.

Method of Destruction	Number of Rats Destroyed								Total Number of Rats Killed
	On Vessels				Ashore				
	Brown		Black		Brown		Black		
	M	F	M	F	M	F	M	F	
Fumigation by HCN	....	....	27	48	....	....	....	....	75+82 Mice
Fumigation by Sulphur	....	....	294	592	....	....	....	....	886+25 Mice
Trapping	...	....	16	34	....	....	....	....	50
Poison Bait	...	....	....	....	119	373	....	....	492
Dogs and Ferrets	...	....	....	....	....	....	....	....	...
All Methods	..	....	337	674	119	373	....	...	1503+107 Mice

Number of Poison Baits laid :—11,350.

66 vessels were inspected and searched in connection with the issue of deratisation exemption certificates.

Certificates issued:—Deratisation, 53; Exemption, 66.

With a few exceptions, all vessels from foreign ports are examined for evidence of rats and when recent indications are found, precautions are taken to prevent the rats making their way to the shore.

### THE PARROTS (PROHIBITION OF IMPORT) REGULATIONS, 1930.

Seven parrots, fourteen lovebirds, and eighteen budgerigars came under observation during the year. Notices were served prohibiting their import and in each case a written undertaking that the birds would not be landed was received from the owner. All the birds were in a healthy condition and were taken away on board the vessels when they left the port.

### VESSELS FROM INFECTED AREAS.

During the year, 46 vessels from infected areas were inspected, 5 of these vessels were from plague infected ports and

all of them were searched for evidence of undue rat mortality and infestation. Fumigation, by means of burning sulphur, was carried out on 2 of these vessels and 19 rats were killed. A number of these rats were examined and found to be free from plague.

### IMPORTATION OF ANIMALS.

The various Orders with reference to the importation of canine and other animals have been enforced during the year. 133 dogs, 331 cats and 2 squirrels were imported directly or indirectly. The vessels concerned were visited during their stay in port to ensure that the requirements of the Orders were observed.

### THE PUBLIC HEALTH (IMPORTED FOOD) REGULATIONS, 1937.

### THE PUBLIC HEALTH (IMPORTED MILK) REGULATIONS, 1926.

### THE PUBLIC HEALTH (PRESERVATIVES, ETC. IN FOOD) REGULATIONS, 1925-27.

In accordance with the powers contained in these Regulations relating to the inspection of Foods arriving from Foreign and home ports, the provisions have been carried out in so far as they concern the Public Health (Imported Food) Regulations, 1937. With regard to the Public Health (Imported Milk) Regulations, 1926, and the Public Health (Preservatives, etc. in Food) Regulations, 1927, it has not been found necessary to take any action. Small quantities of Fruit Pulp are landed at regular intervals and samples taken by the Officer of Customs. The foodstuffs imported from foreign included the following:—Condensed Milk 654 tons, Apples 13,147 tons, Canned Meats 32 tons, Other canned goods 207 tons, Fruit Pulp 315 tons, Flour 102 tons, and Wheat 1,425 tons. It was not found necessary to submit any samples of food to the Public Analyst for examination during the year.

Foodstuffs condemned and destroyed during the year were:—  
22 x 1½ tins Pineapple Chunks and 19 bags of Potatoes.

THE PUBLIC HEALTH (SHELL-FISH)  
REGULATIONS, 1934.

There are no shell-fish beds or layings within the jurisdiction of the Authority.

I am, Ladies and Gentlemen,

Your obedient Servant,

R. M. SCORRER,

Senior Port Sanitary Inspector.





